

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8004

第八十期元年八月八日

MONDAY, OCTOBER 11, 1909.

一月十日莫港華

£3 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND

Sterling \$15,000,000
Silver \$15,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Grissom—Chairman,
H. E. Tomkins, Esq.—Deputy Chairman,
J. W. Bawden, Esq.
R. G. Barnett, Esq.
G. S. Gubbay, Esq.
W. Helm, Esq.
G. R. Learman, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,
MANAGER:

Shanghai—H. E. R. HUNTER,
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the daily balance.

On FIXED DEPOSITS:
For 3 months, 3 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,800,000
RESERVE FUND \$1,575,000
RESERVE LIABILITIES OF PROPRIETORS \$1,800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

1 " 3 "

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000
ABOUT MEX \$7,222,222.
RESERVE FUND GOLD \$3,500,000
ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " "

1 " 1 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1909.

NEDERLANDSCH HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L5,750,000).
RESERVE FUND FL 6,135,745
(about £10,470).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samrukan, Sourabaya, Cheribon, Tegal, Pecalongan, Panoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achen), Bandjernas.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Siam, Malacca, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and in every banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4 1/2% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 2nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,900,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO, CHEFOO, TIENTSIN,
KOBEL, PEKIN, NEWCHWANG,
OSAKA, DALNY, PORT ARTHUR,
NAGASAKI, LYONS, ANTUNG,
LONDON, SAN FRANCISCO, LIOYANG,
NEW YORK, HONOLULU, MUKDEN,
BOMBAK, TIE-LING, CHANG-CHUN,
SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:—

For 12 months 4 1/2% p.a.

" 6 " 3 1/2 "

" 3 " 3 "

TAKAO TAKAMIGI,
Manager.

Hongkong, 11th September, 1909.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909.

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DUTSCH ASIATISCH BANK.

CAPITAL FULLY PAID-UP, SR. TBS 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Kobe Pekking Singapore Tientsin

Tsinan Tsinan Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fur Handel und Industrie

Robert Warthaer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Söhne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS

DIR. CITION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907.

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Intimations.

A. GREAT CHANCE!

A. GREAT CHANCE!

Grasp it! Or you will never get another chance of getting such cheap goods which will be had at our AUTUMN SALE commencing October 15th.

FASHIONS of Spring and Summer Regal Oxford Shoes in 1/2 Sizes.

\$10 net.

Hongkong, 6th October, 1909.

[39]

GREEN ISLAND CEMENT COMPANY.

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 15th August, 1909.

[45]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS
SHANGHAI DELHI About Freight and Passage.

LONDON, &c., via usual Ports HIMALAYA Noon, *See Special*

LONDON and ANTWERP VIA SINGAPORE, PENANG, CEYLON, COLOMBO, PORT SAID 16th Oct. *Advertisement.*

and MARSEILLES About Freight and Passage.

SHANGHAI, MOJI, KOBE & NAMUR Capt. H. W. Kenrick, R.N.R. About 23rd Oct. *Passage.*

YOKOHAMA About 23rd Oct. *Passage.*

For Further Particulars apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 9th October, 1909.

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Intimations.

LANE, CRAWFORD & CO.

NEW SEASON'S STOCK OF FOOTBALL BOOTS.

CHROME and RUSSET

\$6.50 and \$6.00

\$8.00 and \$7.00

per pair.

FOOTBALLS. FOOTBALL STOCKINGS.

LANE, CRAWFORD & CO.

[39]

KUPPER'S PILSENER

BEER.

THE LEADING BEER IN THE FAR EAST.

SOLE AGENTS:

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO
YOKOHAMA and KOBE	"COBLENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.
KUDAT and SANDAKA	"BORNEO" Capt. F. Sembill	Middle of October.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. O. Dowers	WEDNESDAY, 20th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL.	"COBLENZ" Capt. H. Raegener	FRIDAY, 5th Nov., Daylight.
BOURNE		

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th October, 1909.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, VIA PORTS	OCEANIEN	Sellier	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Costa	26th Oct., 11 P.M.
Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.			

Through Tickets to London via Paris from £2.70 up to £7.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 5th October, 1909.

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MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.The speediest, most luxuriously appointed and principal steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.
For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents.

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

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EYES

RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.
Leaves Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

London, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, Bowring St. 546, Nanking Road
Bengaluru, 4th March, 1909.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length.....515 ft.
Width of Entrance... 80 "

Water on Blocks.....28 "

NO. 2 DOCK.

Docking Length.....376 ft.
Width of Entrance... 50 "

Water on Blocks.....26 "

NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION)
Docking Length.....48 ft.
Width of Entrance... 63 "

Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Orders A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Vokohama, April 28th, 1903.

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Entimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT
OF

Ladies'

AUTUMN

and

WINTER

COATS,

SKIRTS,

COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S

COATS.

The cut of these Gar-
ments is Superb and the
newest colorings only
are displayed.

SHOW ROOMS
AND

FITTING ROOM

ALEXANDRA
BUILDINGS.

Hongkong, 6th October, 1909.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,

the 14th October, 1909, at 2.30 P.M. at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising—

SILK TAPESTRY-COVERED SOFA and
CHAIRS, OVERMANTEL with BEVEL-
LED GLASS, TEAKWOOD BOOK-CASE,
SIDEBOARDS and DINNER WAGON with
BEVELLED GLASS, TEAKWOOD
EXTENSION DINING TABLE and
CHAIRS, DOUBLE and SINGLE BRASS-
MOUNTED IRON BEDSTEADS with
WIRE and HAIR MATTRESSES, GLASS,
CROCKERY and E.P. WARE, CANTON
CARVED BLACKWOOD WARE, COOK-
ING STOVE and UTENSILS, SHANGHAI
BATHS, ICE CHESTS, &c., &c.;
ALSO
2 RICKSHAS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 9th October, 1909. [710]

Entimation.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO

QUINQUINA?
QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909. [740]

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO. LTD.

(CAPITAL PAID UP \$1,50,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.
Undertaken and Executed.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 10th March, 1909. [741]

NOTICE.

M. R. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write, care of
Hongkong Telegraph office or direct to 37
Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909. [742]

For Sale.

FOR SALE.

JUST RECEIVED:

A SELECTION OF

FLOWER, VEGETABLE AND

FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick
felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO.,

27, Des Vaux Road.

Hongkong, 9th October, 1909. [743]

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

10, D'AGUILAR STREET,

HONGKONG.

Hongkong, 10th September, 1909. [744]

GERMAN NEW GUINEA.

Standing on the deck of the N. D. L. steamer
Manila the other day, just before she left for
New Guinea, inaugurating the new Singapore
service to that island, I recalled a visit paid to
that part of the world some three years ago.

I was coming East again after a trip to
Africa, and had been through Torres Straits
some six or seven times, so I thought that a
look in at New Guinea on the way to the
Philippines might prove interesting.

Outlandish countries have always more attrac-
tion about them than civilised ones, and in
Guinea there is plenty of primevalness. Clothes
are very little worn by the "best" people and
as for a cab, a bicycle, a motor car in Herbert-
ton—the capital—you might look in vain.

You are informed that New Guinea is rock-
ing with malaria, that everybody drinks; that
mosquitoes are as large as bats, in fact you will
die in twenty-four hours! I was prepared for
all—and went.

The Prince Sigismund, when we left Sydney
was practically empty, but of cargo we had more
than enough, including horses, pigs, benzins
and missionaries!

Anxious to know who my companions were
I walked into the saloon and found two very
dismal men; in the second cabin I encountered
a red-haired missionary, and a lady for Manila,
whose golden hair was out of a bottle and com-
plexion too good to be true.

After clearing Sydney Heads we ran into a
southerly gale, or rather it ran into us, and the
benzine stacked on deck bumped and banged
about in alarming fashion. The pigs for Simp-
sonhafen made the atmosphere hideous with
squeals and everybody that had a delicate
organization suffered pitifully. After Brisbane
things improved and the vessel's course was
set on, or about the 15th deg. W. Long, for
New Britain. I imagine that few persons in
Singapore know where New Britain is—or
perhaps care, yet New Britain is important and its
mountain peaks as they shot above the
horizon after our voyage from Sydney were im-
posing. The capital of New Britain is Simp-
sonhafen.

The Germans since their occupation of a
portion of New Guinea and out-lying islands
have re-baptised a large number of places and
they become confusing to Britons. New Britain,
for instance, in later times has become
New Pommera, New Ireland is now New
Mecklenberg, German New Guinea itself re-
joices in the high sounding title of Kaiser
Wilhelm Land and the Archipelago, in general,
is known as the Bismarck.

All this sounds very fine and large but the
practical question arises "What is Germany
doing with the place?" I am talking now
of three years ago when things were in
a most primitive condition and this, it must
be remembered, after twenty years of occu-
pation. You will be told that everything
is wonderfully improved since then but I
am doubtful. Let me sketch Simpsonhafen
for instance. A dozen or so of primitive houses
on a marshy piece of land that after rain is a
slough of mud. The general post office,
with an enormous spread eagle on its portals
is about the size of an ordinary hotel bedroom,
while the only flourishing looking building is
the hotel, where the whole Colony congregates
to drink lager beer and play billiards. The
capital and seat of Government is Her-
bertton, some eight or ten miles from the Hafen, but
I understand now the buildings have been shift-
ed from the capital and the Hafen has become
the centre. Simpsonhafen is undoubtedly pic-
turesque, and has a splendid land-locked har-
bour that might accommodate several navies,
but beyond a Government yacht and an old
coal-hulk or two I saw no shipping.

The general aspect of the surrounding coun-
try and much of the vegetation covering the
hills brought to mind the sugar lands of North
Australia. The heat is equatorial, Simpson-
hafen lying in 4 deg. S. enclosed by an amphithe-
atre of mountains and few residents, if any,
have escaped the ravages of malaria. Fever
like most things in life, becomes second nature
after you have had several bouts and an
resident in this place remarked:

"I have it every week or so; in fact I
should feel lonely without it."

Wherever you go in New Pommera you will
hear two names mentioned, these are Hern-
sheim and Co. and the New Guinea Company.
The former sports dog carts, the only vehicles
in the place, imports all the liquor and "runs
the pub." I asked why Hernsheim and Co. had
no offices at Simpsonhafen and was told that
the Hafen is "no man's land." That is to-day
the New Guinea Co. has agreed to stay at Fried-
rich Wilhelmshafen so long as Hernsheim stay
at Matupi a place near Simpson, leaving the
port neutral ground. I took a trip to Matupi
through the jungle as thick as Jorobas, and I im-
agine as difficult to make roads through. My most
vivid recollection of this trip is a large yellow
snake that darted out in front of me and dis-
appeared into the undergrowth. I came across a good
many young boys and girls who had become
converts to the R. C. faith, with large glass
crosses hanging round their necks, which they
were anxious to dispose of for a consideration,
as there were plenty more where those came

Friedrich Wilhelmshafen and copra are
synonymous terms, the whole surrounding
country being copra-groves and as far as I can
see this is the backbone of German New Guinea
though in a few years rubber will be exported
in large quantities.

Though New Guinea is attractive from a
botanist's point of view and for the explorer,
I do not think it will ever be sought after
by Australians as a home. Its heat is
sweltering. There are no roads, no tele-
graphs and, of course no railways, though
in past years short telephone lines and port-
able tramways for freight have been added.
Horses simply go to pieces, becoming cover-
ed with sores on which large voracious flies
sat and drove the poor brutes crazy. The
New Guinea rivers are magnificent, and a
splendid trip can be made up in a motor-launch
as far as you like, but this is the only way
You are the for off negro water available will

exist; you see wonderful trees and shrubs that
few botanists know, anything about as they
themselves have only seen them, like myself
through field glasses or a telescope. It is all
a wonderful and mysterious land that will
grow all the rubber that this world wants and
Mars and Saturn into the bargain.

But you grow appalled at so much unculti-
vated land, you look in vain for horses, cows,
goats, or anything in fact of a homely character.
There is nothing of the kind. Nature runs riot
and the unfortunate exiles who sit and drink
lager beer—their only solace—are merely waiting
for the time to come to go home.

H. M. M., in Singapore, Free Press.

Public Companies.

CANTON INSURANCE OFFICE
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY
MEETING OF SHAREHOLDERS will
be held at the Office of the Undersigned on
FRIDAY, the 22nd inst., at 11 A.M.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 5th October, 1909. [702]

THE DAIRY FARM CO. LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY
YEARLY MEETING of SHARE-
HOLDERS in the above Company will be
held at the Company's Town Office, a Lower
Albert Road, Hongkong, on TUESDAY, the
23rd October, at 12.30 P.M., for the pur-
pose of presenting the Report of the Directors
and Statement of Accounts to the 31st
October, 1909.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 19th
October, 1909, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 1st October, 1909. [690]

Entimation.

HARBOUR MASTER'S DEPARTMENT.

It is hereby notified that information has
been received from the Military Authori-
ties that GUN PRACTICE will be carried
out as under:—

On TUESDAY, the 12th October:—
From Lower Belcher in a North-Western
direction, at ranges up to 6,350 yards,
commencing at 9 A.M., and finishing at
1 P.M.

On THURSDAY, the 14th October:—
From Siwan and Gough in a North-
Easterly and a South-Easterly direction
respectively, at ranges up to 6,350 yards,
commencing at 10 A.M., and finishing at
1 P.M.

If the weather is unfavourable on any of
the above dates, practice will take place on
the following day.

All ships, junks and other vessels are to
keep clear of the range.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master, &c.
Hongkong, 9th October, 1909. [708]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL
MEETING of MEMBERS of the
above Club will be held on SATURDAY,
the 23rd October, at 12.15 P.M., at the Offices
of the Jockey Club on the Ground Floor of
the Hongkong Club Annex, Chater Road, a
notice regarding which is being sent to each
Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th October, 1909. [705]

THE SOUTH CHINA ARTISTIC
BAZAAR.

EXHIBITION HALL

on
FIRST FLOOR OF NO. 25 DES VEAUX ROAD
CENTRAL
(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES :

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.Watson's
FRUIT SYRUPSmixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph
HONGKONG, MONDAY, OCTOBER 11, 1909.

SNOWD UNDR.

It is noteworthy that one of the chief results directly flowing from the consideration given to the Budget speech delivered by His Excellency the Governor is the obscurity to which several new and important measures which were introduced at the same meeting of the Legislative Council, have been relegated. At any other time it is practically certain that each and all of the new Bills would have attracted a larger amount of public interest than has yet been evoked by them, for almost every one of the Bills deals with questions which are of undeniable importance to the Colony and which may, indeed, lead to considerable discussion, if not litigation, in the future.

Although the Liquors Ordinance is scarcely a month old, the law officers of the Colony have already found it necessary to introduce a Bill which has for its purpose the amendment of the Ordinance in some vital respects. It has been the aim of the Government, as we have been over and over again assured, to bring the Liquors Ordinance into operation with as little derangement of the existing conditions in the liquor trade as possible. And, for that reason, it was specifically declared that the stocks held by licensees prior to the passing of the Ordinance would be regarded as non-existent so far as their liability to the payment of duty was concerned. The still more important question of imposing duties on liquors supplied by the wholesale firms under contracts signed before the passing of the new Ordinance was left out of account, and as it did not appear from the terms of the original Bill that the Government contemplated the idea of making the provisions retrospective, merchants and their representatives were content to assume that these contracts would not come within the terms of the law. Such an assumption was wholly without foundation, although no doubt it might be possible to construct some sort of analogy between the non-imposition of duties on liquors held in stock prior to the operation of the Ordinance, and the non-payment of taxes on liquors contracted for, that is to say bought but not supplied, before the 17th September when the Ordinance came into force. It seems, however, that the Government had no intention of waiving its undoubted right to collect duties on the goods supplied under such circumstances. In other words, the law became retrospective in its action in the case of

dutiable goods which had been ordered by contract the moment it received the assent of the Governor. Curiously enough, the Ordinance as it passed the Legislative Council made no reference to the difficulties which are practically bound to crop up over the retroactive character of the law in respect of contracts. At the same time it is strange that the law officers responsible for safeguarding the interests of the Government failed to incorporate in the Ordinance the provisions necessary to prevent confusion in the minds of those who are immediately affected by the new law. It is all the more astonishing that they should have been guilty of such negligence when it is remembered that they were merely recasting the law of England to suit the requirements of Hongkong. Clever and omniscient though the Attorney-General's staff may be, we do not suppose that they framed the Liquor Ordinance without the guidance supplied by the English Act, and we take it that the latter did not fail to take into consideration the importance of dealing with contracts concluded before the Act became an operative force. We are not intent on searching for reasons or causes that led to this lapse, which has compelled the Government to bring in an amending Bill to remedy the defect, for if we were we should be compelled to arrive at conclusions not altogether favourable to the strategic skill of the Government. But we cannot get away from the thought that the "accident" was an exceedingly unfortunate one. Those who are connected with what is known as "the trade" will have already noted and assimilated the new sections which it is proposed to add to the Ordinance, the sum total of the amendments being that any extra charges in the way of duties, storage in the King's warehouse or other licensed godown are made payable by the purchaser over and above the amount agreed upon when the contract for delivery was originally signed. The rule also holds good that in the event of the repeal of the duties or in the case of their being decreased the purchaser shall be permitted to deduct so much money from the contract price as will be equivalent to such decreased or repealed duty, and what is more important "he shall not be liable to pay or be sued for or in respect of such deduction". Another of the Bills which were read a first time was one referring to the intricate subject of trade marks, a subject which is of perennial interest to merchants in Hongkong as well as in the Far East as a whole. The Attorney-General has explained in a memorandum that the law and practice relating to trade marks in the Colony is not consistent with the law and practice of the United Kingdom as embodied in the 1905 Act. It is now proposed to remedy that condition of things and certain alterations are made in the Ordinance by the amending Bill just introduced. Chief among the new sections are one which empowers the Registrar to refuse to register a mark which conflicts with one already registered in any part of the British Dominions from which the goods covered by the mark originate; and another giving the Court power to remove a mark from the register "upon proof that the mark conflicts with a mark which was registered in any part of the British Dominions from which the goods covered by the marks originate before the registration of the first mentioned mark in Hongkong." The veriest tyro in matters connected with the registration of trade marks can see what a fruitful source of income this law may be to the legal profession. The Act, however, has proved satisfactory in the United Kingdom for the last four years, and there is no reason to believe that it will be other than workable in Hongkong. Two new Bills, which without much difficulty might be classed as a single measure, have reference to the recreation grounds in the Colony. The first provides for the reservation of certain lands in Victoria, the Peak, District and Kowloon as recreation grounds; while the second which is to be known as the "Public Places Regulation Ordinance 1870, Amendment Bill," gives the Governor power to close the recreation grounds for any period not exceeding seven consecutive days "for the purposes of exhibitions, lectures, concerts, athletic contests, amateur performances, bazaars or sales-of-work or for any other purposes of a scientific, educational, charitable or social nature, and to authorise any society, club, committee, corporation, persons or persons to grant admission to the building, garden or place or portion thereof so closed or enclosed by ticket or otherwise or payment of such sum of money as the Governor may approve or without payment, and any monies received for such admission may be applied for such purposes as the Governor may approve." With regard to the first Bill, power is granted the Governor to reappropriate the land if it is considered in the interest of the Imperial Government or the Government of the Colony to do so. Now we should like to ask—What is the meaning of that proviso? We cannot believe it was put into the Bill simply to fill out the measure. Perhaps it may have some reference to those recreation grounds with the grandiose titles, the Blake Gardens or, West-end Park. At all events, we feel confident that we are echoing the views of the Government when we say that

those who enjoy the Peak Gardens need have no misgivings lest their little plot of land be reappropriated. But what are we to say about the second Bill which converts the recreation grounds belonging to the public ratepayers into money-making concerns which can be exploited by any gang of individuals who choose to form themselves into a society, club, committee or corporation or even to come forward on their own hook in order to get what the Cockney irreverently calls "a little bit off the top"? If you are *persona grata* with the Government or any official who has some influence at headquarters it is possible for you to bar the gates of the public recreation grounds for a week at the time, and also compel the very people who are responsible for the upkeep of the grounds to pay through the nose for the privilege of walking over their own turf. That is topsy-turvydom without any frills, whatsoever. And the Governor is to approve how the money taken from the legal owners of the recreation grounds shall be applied. Well, in our young and salad days we believed that when a theatrical performance was given in aid of a charity, let us say, all or great part of the takings went to the charity. Now that we are older and wiser we know a few of the multifarious meanings which may be applied to the word "expenses." We wonder what proportion of the fees for admission dragged out of the evicted landowners, the hot-potato, will come under the cognizance of the Governor? The object of the Bill entitled an Ordinance to provide for the periodical Inspection of Steam Boilers and Prime Movers, is to provide for the inspection of steam boilers and prime movers with the view to safeguard persons employed in and about buildings where such machinery is used. We should have thought that the necessity for such a Bill had appealed to the Government long ago. How the Colony has escaped from disaster through the explosion of defective boilers worked to the full extent of their indicated power we cannot imagine, except on the supposition that fools and weaks are the especial care of a merciful Providence. Other Bills which have passed the preliminary stage are one amending the Widows' and Orphans' Pension Ordinance. One is inclined to wonder if we shall ever get away from that classic "appropriation" and one in the interests of women and girls. It will be recognised, we think, that we did not err when we suggested that had it not been for the all-powerful claims of the Budget and the character of the Estimates these new Bills at which we have glanced would have provided an abundance of food for thought. But they were snuffed under the Budget and all its side-issues. It may be that they will emerge to the surface when the days of financial controversy have flitted past, but we doubt it, unless of course the liquor merchants and the publicans decide to have another fling at their grievances.

LOCAL AND GENERAL.

NORMAL cable communication with Formosa is restored.

The German mail of the 9th September was delivered in London on the 8th inst.

A JAPANESE was at the Magistracy this morning fined \$5 for shooting a wild bird without a permit.

A COOLIE was fined \$20 in the Police Court this morning for keeping an eating-house without a licence.

NINETEEN men were fined \$4 each in the Police Court this morning for gambling on board the s.s. *Tak On*.

ACCORDING to the newspapers in Lisbon, it is possible that the demarcation of the frontier between China and the Portuguese Colony of Macao will be submitted to arbitration.

LO SHUN, who was extradited to Canton from Hongkong a short time ago, has been found guilty of armed robbery. He was on Friday taken out from the Pan Yu prison to the execution ground and beheaded.

We are requested to state that, owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge for which invitations have been issued for tomorrow, has been postponed until Thursday, 12th instant.

MESSRS. GUTHRIE AND CO., agents for Kamunting (Perak) Rubber and Tin Co., Ltd., have received notification that the results for last month were:—rubber (dry) 4,000 lbs; net tin revenue \$6,400. The figures for the preceding month were 3,000 lbs, and \$2,400, respectively.

HIS Honour Mr. E. Lindsay Smith (H. J. M.'s Assistant Judge at Shanghai), Mr. J. W. Wilkinson, Crown Advocate, and Mr. J. C. Douglas, arrived by the French mail Oceanic this morning, on their way to Canton for the trial of Mr. W. Butler Wright.

THE Viceroy in Canton has confidentially telegraphed to the Grand Council, reporting great agitation in that province over the Macao Boundary question. The Council replied by ordering him to take necessary precautions against possible disturbances.

At the offices of the Public Works Department this afternoon Shaukiwan I. L. No. 478 was put up for sale by public auction and bought by Muiun, Un Kan Wa and Li Yan Chuen for \$4,500, that is \$10 above the open price. The lot contains 4,500 square feet and the annual Crown rent is \$4.

Canton Opium
Monopoly.

SUGGESTED ABOLITION.

PROPOSED RAISING OF PRICE OF THE DRUG.

[From Our Own Correspondent.]

Canton, 9th October.

The Canton Anti-Opium Association has submitted a suggestion to H. E. Viceroy Yuan to the effect that the Canton Prepared Opium Monopoly, now granted to the King Shung Tong Company, should be abolished and that the price of prepared opium should be simultaneously raised in order that speculator progress might be effected in the suppression of the habit of opium smoking. H. E. Yuan considers the suggestion a wise one and is evincing every disposition to accede to it, but there are certain financial difficulties to be overcome before it can be given effect to. H. E. Yuan has given instructions to the Canton Government Anti-Opium Bureau and the Board of Reorganisation to hold a commission of inquiry into the question and to report thereon.

REFUGE AT HONAM.

A branch refuge of the Canton Anti-Opium Association has been established at Honam and was formally opened yesterday, where opium smokers who desire to get rid of their habit will be admitted for medical treatment free of charge.

THE HONGKONG UNIVERSITY.

HANDSOME CHINESE DONATION.

We are informed that Mr. Cheung Pat Sze, a prominent resident of Canton, has forwarded to H. E. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

MACAO HARBOUR WORKS.

SHANGHAI DOCKS SECURE CONTRACT.

The N.C.D. News learns that the Shanghai Dock and Engineering Co., Ltd., has been favoured with instructions by the Governor of Macao to build four steel self-discharging hopper barges with all necessary door-lifting and lowering gear. The first two barges are to be delivered in Hongkong Harbour within three months from date of order and the remaining two six weeks later.

HARMSWELL'S CIRCUS.

LAST NIGHT'S SPECIAL PERFORMANCE.

There was a well-filled house at the special performance given by Harmswell's Circus last night. Several new acts were introduced during the course of the evening, one and all of which were thoroughly appreciated. One of the features of the evening was the performance of the pony "Mascol" who galloped for the space of a few minutes on a fast-revolving table with perfect ease. With regard to this item, a prize is intended to be offered to the person who can stand on the revolving board for the longest time, full particulars of which will be duly published. The graceful performance of Miss Nellie and W. Harmswell-Love on bareback horses was very enthusiastically received while the triple-jockey act by the three Harmswells was equally good. Rudas, the "Tramp Cyclist," made an imaginary cross-country circuit under decidedly difficult conditions and during his journey, discarded about a dozen collars and left the stage with as many more to spare. The other new turns were all good and do not require any detailed description.

An entire change of programme will be introduced from to-night.

A DEAL THAT WENT WRONG.

ALLEGED CHARGES OF FALSE PRETENCES
AGAINST BROKER.

A peculiar case was heard at the Magistracy this morning, when Yeung Sau Shan, alias Yung Yu, alias Liang-Chung-Ting, a broker of Queen's Road Central, was charged with: (1) obtaining on the 13th April, 1909, from Ng Hing under false pretences the sum of \$140.50 (gold); (2) obtaining on the 13th April, 1909, \$50 (Hongkong currency) under false pretences, and (3) on the 9th July, 1909, obtaining under false pretences the sum of Taels 12.

It appears that an arrangement was concluded some time ago between the complainant, said to be a Chinese military officer, and the broker, whereby the latter consented to act as a go-between to procure for the complainant a concubine, for which purpose defendant was given on divers dates sums aggregating to about \$1,500. Somehow or other, the deal fell through; hence the action. Mr. E. Hinds appeared for the complainant, while Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) defended. The case was adjourned.

A FURTHER Marconigram has reached Yokohama from the *Empress of India*, to the effect that the steamer was, at 11 p.m., 9th October, 1,500 miles distant from Japan. This is well on towards half the distance between land and land and the probability is that as soon as she gets out of range of Japan she will be within wireless reach of the station on the Canadian side.

At the Summary Court, this morning, the Poine Judge (Mr. Justice Gompertz) presiding, an Indian named Mangal Singh and Mr. J. H. Pidgeon for \$10 due under a promissory note dated the 21st August, 1908, Mr. Leo d'Almada (of Messrs. Goldring, Barlow and Morrell) represented the defendant. The plaintiff appeared in person. It was stated on behalf of the defendant that bankruptcy proceedings had recently been taken and defendant could not obtain work for a considerable time, but lately, however, he had secured employment at a salary of \$60 a month, out of which he had to pay \$50 for board and lodgings.

A day of execution was granted for a month.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

LIFE ABOARD TRAMP STRAMERS.

To the Editor of the "HONGKONG TELEGRAPH."

Dear Sir,—Apart from mail-boats and regular traders the "tramp" steamers (vessels that trade to any port where a freight offers) and sailing-ships of this country, form approximately over eighty per cent of the whole of the Merchant Marine. The conditions of an Officer's life on board these vessels are ably detailed by the enclosed copy of a letter recently received from a member of the Imperial Merchant Service Guild, the largest association of certified British Captains and Officers in the world.

As a warning to parents and others who intend sending boys to follow a seafaring career as a profession I should be glad if you would find space in the columns of your valuable paper for this letter. By so doing, you will confer a great benefit on the public at large, the majority of whom are quite ignorant of the conditions that exist in the Merchant Service as far as Officers are concerned.

The enclosed is but a sample of hundreds of letters of a similar nature which have been received by us from time to time.

Yours faithfully,
T. W. MOORE,
Secretary,
The Imperial Merchant Service Guild.
Liverpool, 8th September, 1909.

The Secretary,

Imperial Merchant Service Guild.

Dear Sir,—I shall feel much obliged if you can spare me a small space in the Guild Gazette to make a few statements which I think might prove of interest to some of the members of our club.

With reference to the alleged shortage of Officers recently discussed among shipowners and officers, etc., I believe the general opinion as to the cause of this "shortage" was that there are not the number of boys taking up the sea as a profession as in former days, and the reason of this is due to the fact that there is not sufficient inducement to justify a boy in following the sea. Being myself one of the many that "go down to the sea in ships", I should like to point out one or two reasons why there is not the necessary inducement. At present I hold a First Mate's certificate and up to quite recently was engaged as Second Mate of a tramp steamer owned by a well-known London shipowner, and as this was my first experience of a tramp as an officer, I must admit that the method of working considerably surprised me, and, as I imagine there are hundreds of officers who do not realize what sort of a life the Mate or 2nd Mate of this class of ship has to put up with, I hope these few facts will benefit those gentlemen and, should any of them ever consider going to a tramp, make them think twice before finally deciding.

I joined the ship in Hamburg and found that there were only just the two officers. We went round to the Bristol Channel in ballast, and on the passage round I found I was expected to be a sort of "general handy man" but having a new crew (and a Hamburg one at that!), I concluded it was just until things got into a regular swing and so said nothing; however, after leaving our loading port and having got away to sea, I was informed I was neither required nor expected to have anything to do with the Navigation of the ship; all sights, azimuths and bearings were taken by the Master (a young man and not a Guild Member) and kept by him; the chart was certainly on the table in the chart-room, which leads out of the Master's cabin, consequently we were not by any means encouraged to look at the chart. When at sea, the Master would rate the Chronometers, and when in port, and the Master was not on board, the Steward would them and just before leaving port, it was not the Mate or Second Mate who got the necessary charts, rulers, dividers, etc., out and screwed the Chronometers in their places, but the Steward. When at sea, I was expected during my watch on deck to always be doing something, either sawing canvas, mending flags or looking around after the Bos'n's and the watch, but never by any chance, excepting Sundays, keeping my watch on the bridge as a watch should be kept. Among other duties that the Second Mate was supposed to perform he was to be responsible for the wheel-house being kept clean, scrub it out and polish the brass in it, and on the homeward passage the whole of the upper and lower bridges, including two boats, was painted solely by the Master and Second Mate. As to who would be held responsible if any accident happened during my watch and I was not on the bridge, nobody seemed to consider that point, but I presume it would fall to my lot. One more item I should like to mention, on the passage down from our discharging port to Buenos Ayres, a rut of ten days, there was a quantity of coal, (less than 100 tons) to be taken up out of No. 3 hatch and put on deck, the Mate and myself were asked either to turn to and work coal with the crew or else take four hours wheel and let the men go from the wheel and work, the Master of the Ship himself shovelling all the time. I might mention this was quite unnecessary as it was five weeks and there were two men, the Carpenter, Barlow, three sailors and one fireman, six men at work the whole time, and the fact of the Master and Officers doing that sort of work does not tend to improve discipline amongst the men.

As regards the accommodation, etc., there certainly was not much to complain of, excepting the fact that we two mates (who were on counts of two watches, which fact alone is enough to turn most men away from the ship), had nobody to look after our rooms properly; the Engineers of course had their boy to keep their rooms tidy and clean, but the Mates were evidently not supposed to want theirs done, the Steward (a really excellent man, but being rapidly spilt by being made the Captain's confidant) washed the floors of our rooms once a week but fished at that, and was not back ward in reminding us of the fact that it was not actually part of his work and he only did it as

a kind of favour; as forgetting our brass cleaned or beds made, that was quite out of the question (the Company made us supply our own bed and bedding). Our washing basins were filled at 7.30 a.m. but should we require any more water during the day, we had to fetch it ourselves or go without.

In the face of these facts, can it be wondered that that boys do not care to go to sea, or that parents do not care to send their boys to

THE BUTLER WRIGHT CASE.

PROCEEDINGS AT SHANGHAI.

At H. M. Supreme Court, Shanghai, on the 4th inst., before Sir Haviland, de Saumarez, Judge, in the case Rev. William Butler Wright.

Mr. J. C. E. Douglas, counsel for defendant, applied to his Lordship to change the venue of the trial from Canton to Shanghai.

The Crown Advocate, Mr. H. P. Wilkinson, was present in Court.

Mr. Douglas, who returned to Shanghai by the P. & O. S. Himalaya, said that he had just arrived from Canton and he had brought with him the following affidavit made by the accused, in support of the application:

I William Butler Wright of Shameen, Canton, in the Empire of China, make oath and say as following:—

1—I have been committed for trial upon four several charges of larceny of sums of \$2,536, \$13,000, \$5,000 and \$4,000, money of and belonging to His Imperial Majesty the Emperor of China.

2—Upon learning the case for the prosecution if appeared that the Managing Director of the Canton-Kowloon Railway, the representative of the Emperor of China in this matter, is no way connected to the institution of this prosecution, but that the same was instituted upon the personal initiative of one Frank Grove, Chief-Engineer and a fellow-employee with me of the railway.

3—I have been arrested on these charges without notice and without being given any opportunity to offer any explanation of matters in account and I believe that in the institution of this prosecution as well as in its conduct a certain amount of animus and personal feeling towards me has played an inconsiderable part. This personal feeling against me extends throughout the whole of the Shimeen where I have many enemies and absolutely no friends. In proof of this I may state that though I have resided there for 24 months, have been a member of all the Clubs, taken a prominent part in the life of the place and done kindness to many, I have found on my arrest no persons to come to ward and give the necessary security to enable me to be released from custody.

4—The matter of my arrest and charge has been fully discussed in all the Clubs and bays of the place and although the public, which is very small and limited, to about one hundred persons, have not yet been told all the side of the story, they all seem to be fully convinced that I am guilty.

5—consequence of the above fact and in view of all circumstances of the case I conscientiously believe that it will not be possible for me to obtain a fair and impartial trial before a jury of my fellow-countrymen in Canton.

Mr. Douglas added that it was well-known to some of the railway people that Mr. Wright was leaving as early as August 31, and it was well-known to the Chief-Engineer two days before Mr. Wright left that he was leaving by *Tengyao Maru* and that his passage was booked to Shanghai. The whole of the case had been put through with considerable haste, and that there was considerable feeling in connection with the matter was shown by the newspaper reports. In the *N. C. D. News* of September 6, there was the following telegram:

"CANTON-KOWLOON RAILWAY.

ALLEGED DISAPPEARANCE OF AN ACCOUNTANT.

Hongkong, Sept. 5.—It has been reported to the police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon railway, has disappeared.—Our Own Correspondent."

That, commented Mr. Douglas, was one of the many rumours which were prevalent at the time.

His Lordship—I shall have to have something stronger than that. That is a telegram to Shanghai and it cannot prejudice a trial in Canton.

Mr. Douglas—The local (Hongkong) papers have headlined the particulars about this case. "The Railway Sensation," and such like. The chief basis of my application is the peculiar conditions prevailing in Canton. There is a very small jury list indeed, and of the eight witnesses called, seven are resident in Shameen. That reduces the list, and in addition everyone in the railway offices would be excluded and in the International Bank, and possibly the Hongkong and Shanghai Bank.

His Lordship said that the Consul at Canton, in a dispatch to the Court, considered that about fifteen gentlemen would be available to sit on the jury who could be considered independent and able to form a proper judgment on the case.

Mr. Douglas pointed out that each party had three peremptory challenges.

His Lordship replied that if a jury could not be found the Court would, if necessary, sit with Assessors.

Mr. Douglas then dealt with the question of convenience.

His Lordship said that the inconvenience to the Court or Crown would not stand in the way if a miscarriage of justice was in any way probable. He was acquainted with the conditions prevailing in Canton and there might be some difficulty in obtaining a proper trial there. At the same time he would remind counsel of the Consul's statement that fifteen persons were available who would, in his opinion, give the accused an absolutely fair hearing and decide on the merits of the case alone. With regard to the appearance of the witnesses the Consul seemed to think that the witness Wei Han could not attend here, and as regarded the railway he said the trial would cause great embarrassment to the administration and that they would lose the services of the Chief Engineer and Acting Chief Accountant at a time when the audit was going on.

The Crown Advocate said that his chief objection to the case being tried in Shanghai was that it might be necessary to refer a great deal to the books of the railway and in that case they would require to have all the books and other necessary material brought up here. He preferred to put the accounts before the jury in a way in which he would understand and they would understand. Then there was the question of expense, and the Crown might not be

justified in paying the claims of all the witnesses who would have to come up here for trial. He thought that it was necessary that they should have Wei Han's evidence and he could not see why he should be allowed to go away.

Mr. Wilkinson added that it was a question whether the Crown was justified in having all this expense by bringing witnesses to Shanghai and transporting books unless the private prosecutors were willing to pay something.

His Lordship.—Is that a question I ought to consider?

Mr. Wilkinson referred to the practice in civil cases.

His Lordship.—Would it be in a criminal case?

Mr. Wilkinson—I think the Court should consider it. With regard to Wei Han I think his Government should not allow him to go away in the circumstances. As regards myself my only serious objection to the case being tried here is that I should like all the material for the question of account here at my hand, and the difficulty of explaining to a jury the whole of the case which has gone before.

The Crown Advocate said that men had often commented on a case and then served on a jury, when they had done their duty.

His Lordship.—Will you put it as high as this: Mr. Crown Advocate, you think it is your duty to oppose the case being tried here? I quite appreciate your reason that you would like everything in your hands before going into Court and you might not have it here. Is your feeling so strong as to oppose the trial here?

Mr. Wilkinson.—It is my duty to place it before the Court for consideration.

His Lordship—just so, but do you put it so strong as to press it?

Mr. Wilkinson.—For that reason I would press it upon the Court.

His Lordship—Suppose there should be no delay. It seems to me if this were not pressed on, you would be able to get your papers and instructions for trial here. I have always felt, from the beginning of this case, that any hurry or haste would be most unfortunate and prejudicial to the proper administration of justice which is of course a proper determination of the question before us—the innocence or guilt of the prisoner—and therefore I think it is most unfortunate that the principal Chinese witness to such a case as this should not be able to attend, and I think that the Chinese authorities should know that is my view, as it is your view Mr. Wilkinson, and I think also the view of Mr. Douglas as representing the prisoner, is it not?

Mr. Douglas—Yes my lord.

His Lordship—I think the Chinese authorities should know that that is the view of all of us who are concerned in the administration of justice here, and that if in the face of that, his attendance cannot be secured, at all events we shall feel that everything so far as the administration of British justice is concerned that is committed to our hands, that any failure of justice which might occur owing to the absence of this witness we cannot hold ourselves responsible for it. That is my view and I shall take the first opportunity of calling the Chinese authorities' notice to that by communicating with His Majesty's Minister in Peking. Feeling as I do, I would ask you Mr. Douglas if I grant this change of venue, whether you press for the case to be heard at once?

Mr. Douglas—I want to point out that I must be prepared for that man to give evidence now and that he would not be available for the trial. I have in a measure to be prepared for his absence, I think it is desirable that we should not have to rely on the evidence taken in the lower Court, but he should be present at the trial.

His Lordship—I feel that strongly myself. I think I'll grant this I must of necessity allow it to the Crown Advocate to get further instructions.

Mr. Douglas—My client feels so strongly about the change of venue as to stay in custody extra two weeks to enable it to be done.

His Lordship—I will not decide the question at once but I will telegraph to His Majesty's Minister at once, and I shall wait a further report from Canton, which I hope to get in answer to a telegram which I sent this morning, but possibly I may not get it in consequence of this dispatch which I spoke of having arrived since that telegram was sent. At all events on the chance of having some information I will adjourn this point until Wednesday morning. I have consulted with the Assistant Judge and my learned brother will be able to go down on Friday, if necessary, so that the case would be heard at as early a date after his arrival as will be convenient to the parties.

In reply to a remark by counsel his Lordship said that he had looked up the sailing list and he did not think they would care to go to Hongkong before Friday. If they counted up the days they would see that the trial might begin on the fourteenth of this month in Canton. The question of the change of venue could, however, come up on Wednesday morning at 10 o'clock.

Mr. Douglas mentioned that he had obtained copies of the *Hongkong Daily Press* of September 6 and 7, which, he said, contained rather sensational accounts of the alleged defalcations. He then read extracts from the reports, which he characterized as "distorted accounts." Proceeding he said that the date of Mr. Butler Wright's departure from Hongkong, and the name of the steamer were known to Mr. Grove. An account of the proceedings at Canton also appeared in the *South China Morning Post* of September 27 and 28. Both reports were headed "A Local Sensation."

His Lordship asked if the proceedings were correctly reported.

Mr. Douglas said yes; in fact they were rather well reported.

His Lordship then handed the copies of the *South China Morning Post* back to Mr. Douglas.

The Crown Advocate said that his learned friend relied on the question of local reports. Both the articles had expressed surprise that a man who held the position Mr. Wright did should have been accused of having committed such an offence.

His Lordship—They seem to have gone further. They say he seems to have taken a step.

The Crown Advocate assented, and added that another unfortunate portion was the allusion to the ladies. The question of costs in regard to the change of venue, would have to be arranged. In support of his contention he cited Archibald, (13th Edition, p. 1678) R. v. Gilby. He would ask that some provision for the costs incurred should be made, if his Lordship thought the case should be removed.

His Lordship—Whatever the result may be? The Crown Advocate replied in the affirmative, and said that his statement was borne out by the remarks contained on the next page, which dealt with change of venue.

His Lordship asked what the extra costs would be.

The Crown Advocate replied that the chief costs would be the return fare of the witnesses to Shanghai, and maintaining them while here. He then read a cablegram which he had received. This read, "Butler Wright versus impracticable must take all witnesses Shanghai entailing great expenses entirely displace work of head office of Railway some witnesses impossible leave embarrass prosecution."

Mr. Douglas asked who had signed the cablegram.

The Crown Advocate replied that it was signed and Mr. Douglas remarked, "Deacons, the real prosecutor."

The Crown Advocate said that he put the telegram before the Court in confirmation of his contention regarding the difficulties of getting the witnesses to Shanghai, and their expense. He did not want the prosecution to have any excuse at all.

His Lordship.—That is what really weighs with me. Canton is only a small place at we know, people in the East live in a friendly and intimate way, and things are quite certain to have been discussed even by those who would wish to stand most aloof from them. Those same people have possibly discussed the question of whether they would have to serve on the jury. Even supposing you did get a jury who are quite independent—I mean, you may feel really in your own mind that they are independent and that the man may have a fair trial—at the same time it is by no means improbable that these people have unconsciously expressed an opinion, and there is always the chance of the trial being upset at great expense.

The Crown Advocate said that men had

To-day's Advertisement.

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Agents.

Hongkong, 11th October, 1900. [711]

THE TECHNICAL INSTITUTE.

PRIZE-GIVING THIS AFTERNOON.

The distribution of prizes to the successful

students attending the Technical Institute

took place at Queen's College this afternoon.

The Hon. A. W. Brewin gave away the prizes.

Owing to the lateness of the hour a report of

the proceedings is unavoidably held over.

The prize list is as follows:

Shortland—Grace, Abingdon (Preliminary),

Ethel Long (Section 1); George Edgar Bonn (Section II).

Field Surveying—Chen Chiu-uu (Section 1).

Machine-Drawing—Cheung-lu (Section II).

Fung Tsz-uu (Section I). See Leong-sow (Section I).

Chemistry, Practical and Theoretical—Ko

Wu-tuck (Section II). Young Wa (Section I).

Mechanics—Kwok Wa-fan (Section I). Tse

Ching-long (Section II).

Teachers' Class—Kung On.

Mathematics—Lam King-fan (Section II).

Li Lun-kwai (Section I).

Steam—Lo Kam-chak (Section II).

English—Lo z-uu (Section I). Silas Perry (Section II).

Physics—Ng Fung-chau (Section I).

French—Freda Schatz (Section II). Jose

Xavier (Section I).

Building Construction—Tse Ching-fong (Section II).

CHINESE GIRLS KIDNAPPED.

STRANGE STORY AT THE POLICE COURT.

The story of how three Chinese girls were

kidnapped and handed over to the care of

scrupulous persons was told before Mr. J. R.

Wood (Second Magistrate) in the Police Court

this afternoon—which goes to show that the

traffic in women has by no means been nipped

in the bud—when two Chinese, one of whom

was a woman, were placed in the dock on

the serious charges of having kidnapped three

girls and put them to illegal use. Mr. H. L.

Dempsey, Jr., (from the Crown Solicitor's office) prosecuted. The prisoners were undefended.

The facts of the case in brief are that on the

19th September last, one of the defendants

enticed the girls from a place called Pak Kwoong

and brought them over to Yau-mai-ku, where the

unfortunate victims were handed over to a

woman who kept a brothel (the second defendant). The girls were subsequently taken to a

family house and shortly afterwards the culprits' arrest was effected.

His Worship dealt with the case summarily

and sentenced one of the defendants to six

months' hard labour, and six hours' stocks in

lieu of one day on the first

Shipping—Steamers.

CANADIAN PACIFIC
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"EMPEROR OF JAPAN"

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FRIDAY, NOV. 13TH.

"EMPEROR OF CHINA"

SATURDAY, NOV. 6TH.

FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SANDAKAN	MAUSANGI	TUESDAY, 12th Oct., 8 A.M.
SHANGHAI via SWATOW	HANGSANG	TUESDAY, 12th Oct., 4 P.M.
TIENTSIN via TSINGTAU, WEI-	CHEONGSHING	WED'DAY, 13th Oct., 4 P.M.
HAIWEI & CHEFOO	LOONGSANG	FRIDAY, 15th Oct., 4 P.M.
MANILA	NAMSANG	SATURDAY, 16th Oct., 2 P.M.
S'PAGORE, PENANG & CALCUTTA	YUENSANG	FRIDAY, 22nd Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kuksang*, *Namsang* and *Yuehsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan; passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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Taking Chayu on through Bills of Lading to Yangtze Ports; Chaofo, Tientsin & Newchawang.

Taking Cargo on through Bills of Lading to Kudat, Labud, Datu, Simpona, Tawau, Usukan, Jesselton and Labuan.

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JARDINE MATHESON & CO., LTD.,

General Managers.

Telephone No. 61, Hongkong, 11th October, 1909.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
MANILA	"TEAM"	12th Oct., 3 P.M.
NEWCHAWNG	"NANCHANG"	12th " 4 P.M.
CHINKIANG	"KWEILIN"	12th "
SHANGHAI	"CHINHUA"	14th "
TIENTSIN	"HUICHOW"	17th Daylight
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th Nov., 4 P.M.
AUSTRALIAN PORTS		

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

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N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

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HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Date.
RUBI	550	R. W. Almond.	MANILA	SATURDAY, 16th Oct., at NOON.
ZAFIRO	550	R. Rodger	"	SATURDAY, 23rd Oct., at NOON.

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S.S. HONGKONG MARU 6,000 tons gross..... Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " 20th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

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TOYO KISEN KAISHA, York Building.

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Hongkong, 14th September, 1909.

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(Subject to Alteration.)

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For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	" FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.
HAMA	" SEATTLE MARU" Capt. D.	—	SATURDAY, 22nd Nov., at Noon.
Do,	—	—	—

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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For	Steamers	Leaves
ANPING via SWATOW and AMOY	" SOSHU MARU" Captain T. Sugi	FRIDAY, 15th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	" DAIJIN MARU" Captain Y. Kuburiki	SUNDAY, 17th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU" — First class Cabins AMIDSHIP.

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T. ARIMA, Manager.

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Hongkong, 11th October, 1909.

REGULAR SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, CAPT. J. Nagai, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKOAKI AND YOKOHAMA	HAKATA MARU, CAPT. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY and MELBOURNE	AKI MARU, CAPT. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, CAPT. M. Hagiya, Tons 6500	TUESDAY, 9th Nov., at Noon.
YAWATA MARU, CAPT. T. Seike, Tons 5000	FRIDAY, 29th Oct., at Noon.	
NIKKO MARU, CAPT. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.	
BOMBAY MARU, CAPT. W. A. Evans, Tons 5000	FRIDAY, 15th October.	
SADO MARU, CAPT. G. C. Hurry, Tons 6500	FRIDAY, 1st P.M.	
HIRANO MARU, CAPT. H. Fraser, Tons 6000	FRIDAY, 2nd Oct., at Noon.	
NIKKO MARU, CAPT. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.	
CEYLON MARU, CAPT. Fred. Pyne, Tons 6000	SUNDAY, 24th October.	
AND COLOMBO		

Cargo only.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.	8 15/16
Do. demand	7/9
Do. 4 months' sight	1/9
France—Bank T.T.	2.19
America—Bank T.T.	42
Germany—Bank T.T.	1.78
India T.T.	1.30
Do. demand	1.30
Shanghai—Bank T.T.	7.41
Singapore—Bank T.T. per H.K. \$100	7.41
Japan—Bank T.T.	85
Java—Bank T.T.	105
Buying	
4 months' sight L/C	1/9 5/16
6 months' sight L/C	1/9 7/16
30 days' sight San Francisco & New York	42
4 months' sight do	44
30 days' sight Sydney & Melbourne	1.9 9/6
4 months' sight France	2.24
6 months' sight Germany	1.82
Bar Silver	23 11/16
Bank of England rate	34 %
Sovereign	11.48

SHIPPING AND MAILS

MAILS DUE

English (Deli) 14th inst. 7 a.m.

Indian (Lataung) 16th inst.

German (Prinzen Alte) 20th inst.

The P. M. S. Co's s.s. Korea arrived at San Francisco on 9th inst.

The C. N. Co's s.s. China left Shanghai en route inst., and is due here on 13th inst.

The I. C. S. N. Co's s.s. Laiyang, from Calcutta and the Straits left Singapore for this port on 9th inst.

The "Ben" Line s.s. Benzon from Leith, Middlebrough and London, left Singapore on 9th inst., for this port.

The Imperial German Mail s.s. Prinz Regent Luitpold, which left here on 7th inst., at 6 a.m., arrived at Shanghai on 9th inst., at 10 p.m.

The Imperial German Mail s.s. Prinz Eitel Friedrich, which left here on 6th inst., at 2 p.m., arrived at Singapore on 10th inst., at noon.

The T. K. K. s.s. Choya Maru left from this port for Hongkong on 14th inst., between 4 and 6 p.m., and should arrive at this port on 16th inst., p.m.

The Imperial German Mail s.s. Prinzess Alice carrying the German Mails with dates from Berlin on 22nd ult., left Colombia on 9th inst., p.m., and may be expected here on 20th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 11th at 11.55 a.m.—The barometer has risen at the Indo-China stations, the depression having moved away westwards over N. Annam.

The barometer has risen in Vladivostok, and fallen over Japan. The high pressure area has shifted Eastwards over the Pacific, and a shallow depression lies now over the Sea of Japan.

Pressure is still inclined to give way over the Philippines.

Moderate N.E. winds may be expected in the Formosa Channel, and moderate E. winds over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds moderate; shower.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Liangchow, Br. s.s. 1,215, Harder, 9th Oct.

—Wakamatsu 5th Oct., Coal—B. & S.

Fukui Maru, Jap. s.s. 9, Murakami, 9th Oct., Moji 4th Oct., Coal—M. B. K.

Tourane, Fr. s.s. 3,104, G. Bourge, 10th Oct.—Marseilles 12th Sept., and Saigon 7th Oct., Mails and Gen.—M. M.

Eastern, Br. s.s. 3,500, W. G. McArthur, 10th Oct.—Kobe 5th Oct., Gen.—A. Oelser, Atuaran, Wm. Rock Chang, Yip Wan, Cheung Yee, Cheng Cheong, Chen Wan, Chen Chung Chi, Tong Ngu and Tong Ping.

Cheung Shing, Br. s.s. 1,065, V. McClymont

Liddell, 8th Oct.—Tientsin 3rd Oct., Gen.

D. L. & Co.

Cathy, Dan. s.s. 2,649, Krause, 10th Oct.—Shanghai 30th Sept., Coal, Pig Iron and Gen.—N. Y. K.

Ascania, Ger. s.s. 1,29, Clasen, 4th Oct.—Samara 21st Sept., Sugar—H. A. L.

Bourbon, Fr. s.s. 930, Le Ball, 30th Sept.—Saigon 25th Sept., Rice—Man Fat.

Chidar, Nor. s.s. 1,102, Andersen, 8th Oct.—Bangkok 26th Sept., and Swatow 7th Oct., Rice—Ku Long.

Ching-wang-100,3rd Oct., Gen.—B. & S.

Haiyang, Br. s.s. 1,362, A. E. Hodges, 10th Oct.—Swatow 9th Oct., Tea and Gen.

D. L. & Co.

Cathy, Dan. s.s. 2,649, Krause, 10th Oct.—Shanghai 6th Oct., Beans and Peas—M. M. & Co.

Chihua, Br. s.s. 1,350, J. Speed, 10th Oct.—Shanghai 7th Oct., Gen.—B. & S.

Nanshan, Br. s.s. 1,200, A. Jones, 10th Oct.—Amoy 9th Oct., Ballast—B. & Co.

Hunan, Br. s.s. 1,143, Benson, 10th Oct.—Keban 7th Oct., Coal—B. & S.

Dewaungo, Ger. s.s. 1,057, F. Rehwald, 10th Oct.—Bangkok via Hoihow, 2nd Oct., Rice—B. & S.

Mefoo, Chi. s.s. 1,330, J. McArthur, 10th Oct.—Canton 9th Oct., Gen.—C. M. S. N. Co.

Ocasion, Fr. s.s. 2,536, H. Soller, 10th Oct.—Yokohama 2nd Oct., Mails and Gen.—M. M.

Nam Sang, Br. s.s. 2,591, P. M. B. Lake, 10th Oct.—Yokohama via Kobo and Moji 6th Oct., Gen.—M. & Co.

Loongsang, Br. s.s. 1,003, F. Wheeler, 10th Oct.—Manila 8th Oct., Gen.—J. M. & Co.

Kwangtung, Chi. s.s. 1,468, G. Froberg, 10th Oct.—Shanghai 8th Oct., Gen.—C. M. S. N. Co.

Fukura Maru, Jap. s.s. Kumawaki, 10th Oct.—Moji 5th Oct., Coal—W. G. K.

Nauchang, Br. s.s. 1,063, G. L. Spink, 10th Oct.—Canton 10th Oct., Gen.—B. & S.

Dardanus, Br. s.s. 2,953, Nicholas, 10th Oct.—Liverpool 4th Sept., Gen.—B. & S.

Kohlerberg, Ger. s.s. 646, A. Niejahr, 10th Oct.—Pakhoi 4th Oct., and Hoihow 9th Oct., Gen.—J. & Co.

Kangawa Maru, Jap. s.s. 3,835, J. Nagao, 10th Oct.—Yokohama and Shanghai 8th Oct., Copper, Oil, Seed and Tea, &—N. Y. K.

Clearances at the Harbour Office.

Galatea, for Canton.

Kawalee, for Canton.

Yatowar Maru, for Singapore.

Chinkiang, for Canton.

Amoy, for Shanghai.

Michael J. J. for Hoihow.

Tourane, for Shanghai.

Wulu, for Canton.

Mengku, for Sardakan.

Dorcas, for Shanghai.

Departures.

Oct. 10.

Dael Maru, for Swatow.

Hedman, for Swatow.

Johanne, for Swatow.

Protus, for Hoihow.

Bush Maru, for Wakamatsu.

Oct. 11.

Hongkong I, for Amoy.

Fritjof, for Hoihow.

Tourane, for Shanghai.

Passengers arrived.

Per Kwan-ye, from Shanghai—Mr. Robinson, and 100 Chinese.

Per Chin-hua, from Shanghai—Mr. and Mrs. Lowder, and Mr. Wood.

Per Hoi-ying, from Swatow—Mr. and Mrs. Schutte, Mr. Isaacs, and 180 Chinese.

Per Namang, from Japan—Mrs. L. Clark, Messrs. A. Couland and T. P. Murdoch.

Per Longyang, from Manila—Mr. and Mrs. P. J. Fitzsimons, Mrs. C. N. Shaw, Messrs. W. Warner and E. Yalong.

Per Eastern, from Japan—Mrs. Williamson, Miss Eaton, Capt. Holm, Mrs. and Miss Asher, Mr. H. G. Baker, Mr. and Mrs. Twiken, and Mr. and Mrs. D. P. Pianos.

Per Tourane, for Hongkong from Yokohama—Mr. and Mrs. Burns Pye, from Shanghai—Messrs. Edwin Broadrick, Levy and boy, C. W. Pater, J. C. Douglas, Ralph Robinson and boy, E. L. Smith, J. W. Wilkinson and boy, Dr. Bonessper, Mr. Fung Kui Hui and boy, Miss Lee, Messrs. G. L. Sam, J. E. Broster Marshall, K. C. Tsang, R. P. Marie, F. P. Gabert, Tibouff and Taeo Pei.

Per Tourane, for Hongkong from Marseilles—Mr. and Mrs. Sunn Goubaud and infant, Mrs. Flint, and Mr. Cham Kam Chee, from Singapore—Miss Clara Greenberg, from Saigon—Miss Blyth, Chuan Guer, Mrs. Bemerle, Messrs. Loureiro, Chus, Poitras, Mrs. E. Pizeng and child, Mr. Gerar, and 327 Chinese. For Shanghai from Marseilles—Messrs. Tros, de Lenclos, Couturier, Janin, de la Serviere, de Paray, Le Coq, Biacolosi, Anvier, Mrs. Randon, Mrs. Trouche, Ms. Camuse, Ms. Higuer, and Mrs. Bejjine, from Singapore—Mr. Changeux, from Saigon—Mrs. Easanora, For Kobe from Saigon—Mrs. A. Reme, and 1 Japanese. From Singapore—Mr. and Mrs. Harris, from Marseilles—Mr. and Mrs. Oiley and 2 children. For Yokohama from Marseilles—Mr. and Mrs. Furness and servant. From Colombo—Mr. G. M. Charles, from Singapore—Capt. Haller.

Passengers departed.

Per Prince Regent Luitpold, for Nagasaki—Mr. Wong Tack Cheong and party, Messrs. Ip Yew Ming, Sakurama, K. Nose, S. Nose, and Mrs. Fudatu, for Kobe—Mr. Kakimichi, for Yokohama—Messrs. A. J. David, A. Oelser, Atuaran, Wm. Rock Chang, Yip Wan, Cheung Yee, Cheng Cheong, Chen Wan, Chen Chung Chi, Tong Ngu and Tong Ping.

Arrivals at Home—3rd September—Prinz Ludwig, Wakasa Maru, 7th September—Segova, 10th September—Samuk Maru, 10th September—Amarin, Bloemfontein, Ernst Simons, Glenlogar, Glenesk, Ofiack, Palermo, Sardinia, Tamson, 14th September—Benzavon, Benvorich, Bremerton, Jason, 17th September—Astyan, Sado Maru, Gothen, Tourane, Petropav, 21st September—Pehlo, Indramay, Awa, 24th September—Sambla, Glenearn, 25th September—Mitsima Maru, Namur, Slavonia, Syria, Hirano Maru, Moyone, 26th September—Armand Behic, Cetinias, Indramay, 27th September—Bengal, Setchuan, 28th September—Carmona, Poona, Tambo Maru, 29th September—Takao, Weihaiwei, Chefoo and Tien-tsin, 30th September—Per Chong-ting, 13th Oct., 2 p.m.—Macao—Per Sui Tat, 12th Oct., 1.15 p.m.—Makala—Per Sui Tat, 12th Oct., 2 p.m.—Kobe and Yokohama—Per Vina Branch, 12th Oct., 2 p.m.—Chikiang—Per Kwailin, 12th Oct., 3 p.m.—Nanchang—Per Nanchang, 12th Oct., 3 p.m.—Singapore, Penang and Colombo—Per Perak, 12th Oct., 4 p.m.—Takao, 13th Oct., 11 a.m.—Macao—Per Sui Tat, 13th Oct., 1.15 p.m.—Takao and Shanghai—Per Hangchow, 13th Oct., 3 p.m.—Taiping, Weihaiwei, Chefoo and Tien-tsin, 14th October—Per Chong-ting, 13th Oct., 2 p.m.—Macao—Per Sui Tat, 14th Oct., 1.15 p.m.—Shanghai—Per Chihua, 14th Oct., 3 p.m.—Shanghai, Kobe and Yokohama—Per Brunei, 14th October—Per Brunei, 14th Oct., 3 p.m.—Macao—Per Sui Tat, 15th Oct., 1.15 p.m.—Makala—Per Longyang, 15th Oct., 3 p.m.—Macao—Per Rubi, 16th Oct., 10 a.m.—Macao—Per Sui Tat, 16th Oct., 1.15 p.m.—Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Monchuria, 16th Oct., 6 p.m.—Europe, &c., India, via Tunicorin—Per Himalaya, 16th Oct., 11 a.m.—Singapore, Penang and Calcutta—Per Perak, 16th Oct., 4 p.m.—Takao, 17th October—Per Tsin-ting, 17th October—Per Hulukou, 16th Oct., 5 p.m.—Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Empress of Japan, 16th Oct., 5 p.m.—Europe, &c., India, via Tunicorin—Per Lutus, 20th Oct., 11 a.m.

Arrivals at Home—3rd September—Kleist, Caledonia, Keneb, Istris, 7th September—Koma Maru, Kauchi Maru, 10th September—Cardiganshire, Patrocy, Peleus, 11th September—Malla, 14th September—Orsler, St. Patrick, Myrmidon, Wray Castle, Samsi, 15th September—Per Rubi, 16th Oct., 10 a.m.—Europe, &c., India, via Tunicorin—Per Lutus, 20th Oct., 11 a.m.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$35,000,000	\$1,00,819	Interim of £2 for account 1900 @ ex 1/6 = \$32.72	4%	{ \$900 buyers London £91.10
National Bank of China, Limited	99,025	\$7	\$6	{ \$4,000 \$300,000	\$30,552	5s (London 3/6) for 1903	...	\$65 buyers
Canton Insurance Office, Limited	10,000	\$350	\$50	{ \$1,560,000 \$325,757 \$422,000 \$185,000	\$000	5s for 1907	78%	\$175 sellers
North China Insurance Company, Limited	10,000	\$15	\$6	{ Tls. 160,512 Tls. 208,747 Tls. 110,377		Interim of 7/6 for 1908	50%	Tls. 115
Union Insurance Society of Canton, Limited	18,400	\$350	\$100	{ \$1,000,000 \$100,000 \$108,248 \$105,849 \$68,600	\$8,464,971	Final of \$17 making 5s for 1907 and Interim of \$30 for 1908	51%	\$850 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,000,000 \$264,401 \$109,264	\$7,7,637	5s and bonus \$3 for 1907	71%	\$232
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$1,000,000 \$48,668 \$11,802	\$375,141	5s and bonus \$3 for 1907	7%	\$174 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	{ \$1,418,173		5s for 1907	8%	\$370 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,618 \$90,000	\$2,025	5s for 1906	...	\$84 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000		5s for year ending 30.6.1908	7%	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$167,500 \$119,167 \$22,645	\$27,770	Interim of \$14 for account 1909	71%	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$15	\$15	{ \$10,000 \$10,000 \$10,000	\$15,755	6/- for 1907 on Preference shares only @ ex 1/6 11/16=33.154	...	\$66
Do. do.	60,000	\$15	\$15	{ \$10,000 \$10,000 \$10,000		Final of 5/- for 1908 and interim of 1/- for s/1909	...	74/5 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$15	\$15	{ \$100,000 \$100,000 \$100,000	\$68,872	\$1.00 for year ending 10.4.1909	4%	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000	\$1,131	\$0.50 for year ending 10.4.1909	33%	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$87,000 \$50,885	Dr. \$5,858	\$5 for year ending 31.12.08	31%	\$145 sellers
Penang Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$25,893	5s for 1897	...	\$23
Penang Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 9,733	Tls. 31 for year ending 31.12.08	...	Tls. 330 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$175,000 \$123,289	\$11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7%	Tls. 181 sales
Raub Australian Gold-Mining Company, Limited	150,000	\$1	\$18/20	{ \$14,873	Dr. \$2,192	No. 12 of 1/-=8 cents	...	\$81 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$46,976	Dr. \$7,421	5.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$150,000 \$20,806 \$40,000	\$20,102	None	...	\$61 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$88,442 \$221,000	\$345,162	Interim of 5s 1/2 for account 1909	111%	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 6,161	Final of Tls. 2/- for year ending 31.12.09	61%	Tls. 76 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,957 \$10,000 Tls. 181,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	61%	Tls. 130 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 150,000 \$15,000 \$1,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	51%	Tls. 105 buyers
Central Stores, Limited	50,000	Tls. 100	Tls. 100	{ \$150,000 \$50,000 \$50,000	\$24,041	\$1.20 on old and 60 cents on first new issue	...	\$172 buyers
Hongkong Hotel Company, Limited	8,000	Tls. 100	Tls. 100	{ \$14,000 \$14,000 \$14,000	\$19,272	5s for account 1909	...	\$721 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$150,000 \$50,000 \$50,000	\$26,475	Interim of 3/- for account 1909	61%	\$1041 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$22,175 \$42,860 none	\$5,436	60 cents for 1908	61%	\$91 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$10,000	\$278	5/- for 1908	5%	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,252,045 Tls. 300,000 none	Tls. 142,404	Interim of Tls. 3 for account 1909	61%	Tls. 120 sellers
Wan Po Lin Building Company, Limited	12,500	\$50	\$50	{ \$1,000	\$1,008	Interim of \$3 for account 1909	81%	\$43 sales
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 5,820	Tls. 5 for year ended 31.10.1908	31%	Tls. 130 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$10,000 none	\$9,553	50 cents for year ending 31.7.08	6%	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 100	Tls. 8,372	Tls. 6 for year ending 30.6.06 (8%)	...	Tls. 89
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
See Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 32,173	Tls. 15,918	Tls. 50 for 1906	...	Tls. 460 sellers
MISCELLANEOUS.								
Ball's Asbestos Eastern Agency, Limited	8,604	\$15/6	\$15/6	{ \$1,500 \$1,000 \$1,000	\$648	15% per share for 1908	9%	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000 \$1,000 \$1,000	Nil	\$1.20 for 1908	9%	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$61,138	50 cents for year ended 31.1.06	81%	\$64 sales
Do. Do. special shares	50,000	\$10	\$10	{ \$10,000	\$1,407	80 cents for 1908	71%	\$73 buyers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$10,000	\$48	\$1.30 for year ending 31.7.08	10%	\$82 sellers
Dairy Farm Company, Limited	40,000	\$74	\$6	{ \$10,000 \$8,000	\$1,756	Interim of 35 cents for account 1909	10%	\$12 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000	\$5,756	80 cents for year ending 31.12.08	8%	\$20 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$5,000	\$5,750	\$1 and bonus 20 cts. for year ending 31.12.09	6%	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$5,195	Interim of \$2 for account 1909	10%	\$185 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$30,000	\$7,616	Interim of \$1 for account 1909	8%	\$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000 \$30,000	\$8,790	Third quarterly of Tls. 13/- for account 1909	7%	Tls. 840 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwzaak	25,000	Gr. 100	Gr. 100	{ Tls. 547,500 Tls. 62,914	Tls. 16,683	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6%	\$133 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$80,000	\$2,204	3/- for 1908	3%	\$140 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none	\$16,640	None	...	\$140 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none		Final Tls. 5/- making Tls. 8 for 1908	41%	Tls. 107 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,850 \$1,000	Tls. 5,250	None	...	\$231 sales
South China Morning Post, Limited	6,000	\$15	\$15	{ none	Dr. \$56,602	40 cents for year ending 31.3.08	7%	\$105 sellers
Steam Laundry Company, Limited	30,000	\$15	\$15	{ none	\$236	60 cents for year ending 31.12.08</		